
**TRANSPORTATION & COMMUNICATIONS COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**February 1, 2007
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the SCAG office in Los Angeles. The meeting was called to order by the Honorable Harry Baldwin, Chair. There was a quorum.

Members Present

Baldwin, Harry- Chair	San Gabriel
Bauman, John	City of Brea
Bone, Lou	City of Tustin
Burke, Yvonne	Los Angeles County
Chlebnik, John	Orange County
Dale, Lawrence	City of Barstow
Dunlap, Judy	City of Inglewood
Flickinger, Bonnie	City of Moreno Valley
Gabelich, Rae	City of Long Beach
Garcia, Lee Ann	City of Grand Terrace
Hernandez, Robert	City of Anaheim
Herrera, Carol	City of Diamond Bar
Lowe, Robin	Hemet/ RCTC
Lowenthal, Bonnie- Vice Chair	City of Long Beach
Messina, Barbara	City of Alhambra
Ovitt, Gary	San Bernardino County
Pettis, Gregory	City of Cathedral City
Roberts, Ron	City of Temecula
Rutherford, Mark	City of Westlake Village
Smith, Greig	City of Los Angeles
Spence, David	Arroyo Verdugo COG
Stone, Jeffrey	Riverside County
Sykes, Tom	City of Walnut
Szerlip, Don	Redondo Beach/ SBCCOG
Wapner, Alan	City of Ontario

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Members Not Present

Adams, Steve	Riverside, WRCOG
Aldinger, Jim	City of Manhattan Beach
Becerra, Glen	City of Simi Valley
Brown, Art	City of Buena Park
Buckley, Thomas	City of Lake Elsinore
Correa, Lou	Orange County
DeLara, Juan	City of Coachella
Daniels, Gene	City of Paramount
Dixon, Richard	City of Lake Forest
Glabb, Paul	City of Laguna Niguel
Gurule, Frank	City of Cudahy
Joffee, Enid	San Gabriel Valley COG
Marshall, Patsy	City of Buena Park
Masiel, Andrew	Pechanga Band of Luiseno Mission Indians
Millhouse, Keith	City of Moorpark
O'Connor, Pam	City of Santa Monica
Parks, Bernard	City of Los Angeles

Voting Members, Not Elected Official

Casey, Rose	Caltrans
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1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE

The Honorable Harry Baldwin, Chair, called the meeting to order at 10:02 a.m.

2.0 PUBLIC COMMENT PERIOD

Mr. Charles Griffin (no affiliation or agency) of Newport Beach made a brief statement urging the Committee to recognize that carbon dioxide is causing the ocean level to rise all over the world. Commercial aircraft produce tons of carbon dioxide. In this area, particularly LAX, Long Beach, and John Wayne Airport are upwind of the air basin and produces a hot house ceiling over our basin. Utilizing MAGLEV to distribute air transportation through the various airports in the area and concentrate the air transportation service at Palmdale outside of the polluted air basin. Mr. Griffin urged the Committee to look at Maglev with utilizing the infrastructure we have at our airports for handling traffic.

3.0 REVIEW and PRIORITIZE

Chair Baldwin asked that the Committee note that item 5.1, Formation, Membership and Functions of the Southwest Alliance, was pulled from the agenda.

Information Item 6.1, Maglev Program Update, was postponed to follow Item 6.2 pending the arrival of David Chow, IBI Group, presenter.

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 January 4, 2007 Minutes

A **MOTION** was made to approve the Consent Calendar.
The **MOTION** was **SECONDED** and unanimously **APPROVED**.

4.0 ACTION ITEMS

5.1 Formation, Membership and Functions of the Southwest Alliance

Item was pulled. Item will be brought back next month.

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5.2 2007 Regional Champion Nomination

NO ACTION was taken on this item.
Item will not be brought back to the Committee.

6.0 INFORMATION ITEMS

6.1 Maglev Program Update

Richard Marcus, SCAG, along with David Chow, IBI Group, gave an update on the Maglev Program including the High Speed Ground Transportation Alternatives Analysis, the West Los Angeles Multi-Modal Transfer Facility, SCAG's Initial Operating Segment (IOS), The Maglev System Design, and the High Speed Ground Transportation Business Model.

The Alternatives Analysis consists of four partners, the City of Los Angeles, Ontario, SCAG, and SANBAG. The four entities got together to draft the scope and to look at the IOS and compare model choices between steel wheels on the Southern UPRR alignment, and Maglev on the I-10.

The West Los Angeles Multi-Modal Transfer Facility, West L.A. is one of the stations on the IOS that is being considered as a station. The I-405 at Wilshire and the I-405 at Pico among other options are being considered. The study is expected to be completed by the end of this year on the ideal location.

David Chow stated that the IBI Group has finished the initial operating segment and preliminary engineering work on the east/west alignment that connects West Los Angeles through Union Station and San Gabriel Valley onto Ontario. There are three alignments that were considered: 1) I-10 (54 miles), 2) SR-60 (57 miles), and 3) UPRR (57 miles). The facilities associated with the system include four stations, Ontario Airport, the San Gabriel Valley, Union Station, and West Los Angeles.

The characteristics of the system run a frequency of 10 minutes during peak hours, and 20 minutes during off-peak hours, resulting in 18 hours of operations between 5:30 a.m. to 11:30 p.m. The train links are going to be 6-8 cars. This would result in a maximum capacity of about 10,600 people per hour, moving about 138,000 people per day. The system can run a top speed of 240 miles per hour with an

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average speed of 103 miles per hour. At a speed of less than 150 miles per hour, Maglev is virtually silent.

6.2 Regional Transportation Plan (RTP) Update

Rich Macias, SCAG, stated that staff will prepare a workshop on the regions transportation issues as they relate to SCAG's efforts to prepare the next Regional Transportation Plan. SCAG will be holding a series of workshops commencing in March of this year.

Tarek Hatata, System Metrics Group, gave the Committee a preview of what SCAG will be going through with regards to the RTP update. The 2004 RTP was called destination 2030. Originally the RTP had to be updated every 3 years but as a result of SAFETEA-LU it can now be updated every 4 years. The '04 RTP addressed federal requirements, including air quality attainment goals and requirements, and allocates the public funds to the best performing multi-modal investments.

The public funds that were available when the development of the 2004 RTP started between 2002 and 2030 were more or less 120 billion dollars, 75% was local, 15% state, and 10% local. Despite this large allocation, the funding was not enough to address the challenges that were facing the region nor was it enough to address the air quality. Chief among the challenges were population growth, container trade growth, and increasing congestion. Faced with the fact that the 120 billion dollars could not get the region close to its goal, there were innovative and aggressive strategies developed and adopted. The strategies are Growth Visioning, System Management, and public private initiatives (e.g, truck lanes and MAGLEV).

Once the 2004 RTP was adopted, staff received comments back from the feds saying it was okay to implement the strategies but a lot more detail would need to be provided next time the RTP is updated to verify that the region is moving towards the more aggressive strategies.

The Compass Blueprint 2% Strategy is currently being refined by SCAG and its partner agencies. There have been 35 demonstration projects that have been initiated or completed. Workshops have also resumed to solicit more input from the local communities. In the 2007/08 RTP you can expect to see, instead of a visionary strategy, a lot more specific strategies, local commitments, and performance impacts. Ultimately SCAG would like to see all the strategies

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integrated with the local general plan so there will be a better feel that they will be implemented, as opposed to just planned for.

Since the 2004 RTP, a System Management approach has been adopted by FHWA, Caltrans, and several MPOs. System expansion is not a less important strategy but a more limited strategy because of how expensive it is and how small it is compared to the region's existing infrastructure. Monitoring systems will have to be implemented to understand the operational strategies.

As part of their submittals to the CTC for bond funds (CMIA), the regions in California were asked to submit projects that relieve congestion. This had to estimate what the reduction, delay, and congestion would be for each project and also commit to doing corridor system management plans if they received the funding.

In the 07/08 RTP the region can expect to see specific management and operations strategies at the corridor level and non-traditional investments over and beyond just expanding the system and adding additional infrastructure. Funding commitments will be needed for both operations and maintenance. Currently the funding has not been secured. More firm commitment will be needed both at the local and state level to make sure the strategy goes forward.

SCAG is currently evaluating a lot of the strategies primarily Maglev and high speed rail, but also additional freight and goods movement strategies to make sure that a lot of specificity is incorporated into the next RTP. For instance, there is currently a High Speed Rail Feasibility Study titled as such to make sure that whatever technology is selected is the one that will give the region the most return on its investment and best chance of success. The study is being jointly managed by SCAG and many other agencies including the City of Los Angeles. The results of the study will be incorporated into the RTP to the extent that it will be completed. All of the counties are also involved in the Multi-County Goods Movement Action Plan that aims to come up with a consensus investment portfolio to address the freight and goods movement needs of the region over the next couple of decades. What ever conclusions this study comes up with will also be integrated into the next RTP.

Business case analysis will also be developed for major investment projects. There is an analysis that is already in draft form for a freight rail investment whereby the

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railroads will be able to have access to less expensive loans in return for investing in their infrastructure in a way to help MetroLink and others. Staff also is working on completing a HOT Lane analysis which is a strategy by which HOV lanes that have extra capacity, can be opened to non HOV vehicles at a cost.

Workshops have been scheduled and are posted on SCAG's website.

6.3 January 11th Meeting of the Southern California Regional Airport Authority

Mark Pisano, SCAG, reported on the actions taken at the last meeting of the Southern California Regional Airport Authority. Bill Rosenthal was elected as Chairman of SCRAA, Gary Ovitt was elected as Vice-Chair. The second item was consideration of some staff recommendations and the committee elected to take no position on any of the recommendations until there was a set of public workshops throughout the region. "I volunteered SCAG to be one of the forums to obtain input." On February 8th, after SCAG's Technical Advisory Committee meets there will be a workshop.

At the meeting Councilmember Rae Gablich, City of Long Beach, testified on behalf of the City of Long Beach and on behalf of the Regional Council. It was very clear from the testimony that the notion that SCRAA remain as an authority not be the case but rather that it alter its mission statement, become more inclusive in its membership, work out a coordinated game plan and strategy as to how it would be successful.

A review of the airport consortium within this region prepared by Dr. Steve Erie, SCAG consultant, has a set of recommendations that would measure SCRAA's success.

- The Regional Airport Consortium will be a forum where we can address the following issues between the airports, communities, and the transportation agencies.
- A way in which airports can be marketed.
- A way in which ground access and airport development can be coordinated.
- A place in which there can be a forum to advocate a common interest for this region in Sacramento and Washington on issues that would further those objectives.

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7.0 AVIATION TASK FORCE REPORT

Councilmember Alan Wapner, Chair of the ATF, reported that the committee would be meeting at the SCAG office on February 5 at 10:30 a.m. A SCRAA workshop will be held immediately following the February 5th ATF meeting.

8.0 GOODS MOVEMENT TASK FORCE REPORT

No report

9.0 MAGLEV TASK FORCE REPORT

The committee meets the second Thursday of every month at 10 a.m. at the SCAG office. The task force will be selecting the IOS final route on February 8. The task force is pursuing a business plan because there is a lot of private money in the region that we are interested in investing in the Maglev system in Southern California. The task force is moving forward with the Palmdale and Orange County Route.

10.0 CHAIR REPORT

No report

11.0 STAFF REPORT

No report

12.0 FUTURE AGENDA ITEMS

No items.

13.0 ANNOUNCEMENTS

No announcements.

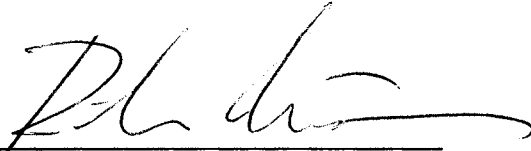
14.0 ADJOURNMENT

The Honorable Harry Baldwin, adjourned the meeting at 11:15 a.m.

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The next committee meeting will be held on **Thursday, March 1, 2007 at the SCAG office in Los Angeles.**



Rich Macias, Manager
Transportation Planning Division